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which is of a kind to attract attention even if found in one of our most richly adorned churches, but much more so in a building in this remote situation. At the height of about four feet from the floor, the nave shows, on each side through its whole length, a series of square pannelled compartments, separated by short massive pilasters projecting from the wall. These compartments, twelve in number, are in perfect preservation, and appear to have been originally executed in polished stone. The nave windows occupy a compartment at each side, and are surmounted by plain round arches.

Within the choir, and springing directly from each side of the doorway, there are small arched apertures, the use of which the author is at a loss to conjecture. The semicircular head of the western doorway is filled with a single stone, on the inner side of which is a projecting effigy, now too much defaced to admit more than a conjecture as to what it represented. In the church-yard stands a rude gigantic cross, formed of a single stone; another, less rude, lies half prostrate, and has been built into the wall of a tomb. Ogham stones are found at several places in the neighbourhood; there is one, much effaced, in the churchyard.

Having noticed the vulgar tradition that the church "was built long ago by the Spaniards," the author offers some conjectures as to the probable date of its erection, which he concludes to have been in the eighth or ninth century, "when the Danes had intercourse with this and with other parts of Ireland;" but he supposes that it was ornamented and finished in its present style at a subsequent period.

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The following notice of an ancient Boat, found near Drogheda, was read by W. I. Hughes, Esq.

During the progress of the works carried on by the Corporation of Drogheda for the improvement of the port and harbour, it was found necessary to deepen the bed of the River

Boyne below the bridge, towards the sea, which left that part of the river above the bridge, towards Oldbridge, quite dry. At this part (in the Summer of 1837), the boat, the subject of the present notice, was found by some workmen who were engaged taking gravel from the river, close by the obelisk erected to commemorate the battle fought between James the Second and William the Third, about two miles from the town of Drogheda.

Its extreme length is eighteen feet nine inches, and breadth two feet eight inches, tapering to a breadth of fourteen inches at the back, and to nine inches in the front, being flattened at either end; no oars seem to have been used in propelling it, there being no marks on the sides, or places for dowells used in modern boats to secure the oars, but at either end a groove is perceptible where oars were placed to steer or scull with. Paddles may have been used in the same manner as the Indians manage their canoes. Some of the paddles have been found, but they are of a very rough kind, having the appearance of the branch of a tree, feathered at one end, without any attempt at shape.

Along with this cott was found what I shall call an anchor; it is four feet in length, and three feet across, having two arms, to one of which a rope was attached to secure the boat.

The Royal Dublin Society have one of those ancient cotts in their possession, which differs from that now described in shape and size; the cott found at Drogheda being flattened at both ends, whilst that belonging to the Dublin Society has one end flat and the other pointed, being of the shape of a modern boat. Its length is twenty-one feet two inches, breadth one foot, and depth ten inches; being scarcely sufficient for a person to sit in. There is no keel to either of the boats.

Another was found lately in a bog, on the estate of Sir Charles Kennedy, in the county of Waterford; it is only

eight feet six inches long, and two feet ten inches broad, and is round at the bottom, having a keel.

Ware, in his work on the Antiquities of Ireland, states it as his opinion, that the Phœnicians were the original colonisers of this country, and that they used boats made of osiers or wicker work, and covered with skins, in which they navigated the bays and the mouths of the rivers. The ancient Irish, he says, made use of another kind of boat in the rivers and lakes, formed out of an oak wrought hollow, which is called by the Irish *coiti*, and by the English *cott*, a vessel well known to antiquity under other names. Pliny calls boats hollowed out of a single beam, *Monoxylæ*, from a Greek word of that import, and describes them to be—*lintres ex uno ligno excavatæ*, i. e. boats formed out of one piece of timber wrought hollow. And in another place Pliny relates that the German pirates sailed in boats hollowed out of single trees, each of which they made so large as to contain thirty men.

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April 25.

SIR WM. R. HAMILTON, LL.D., President, in the Chair.

The Rev. Dr. Kennedy Bailie commenced the reading of a paper containing an Account of his Researches in certain parts of Asia Minor.

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The Rev. Dr. Robinson gave an account of the casting of the great six-foot Speculum by the Earl of Rosse.

The publication of this account is deferred, for the present, by Dr. Robinson. On a future occasion he expects to lay before the Academy a statement of the performance of the telescope when it shall be turned, for the first time, to the heavens. The history of the casting of the specu-